



East Lake Sammamish Trail
15, 2000 Neighborhood Workshop
Blue Team Notes
note area of geographic focus

Trailheads, Access and Parking

The Master Plan will identify designated points for people to access the trail. We want to provide enough so that people won't try to access the trail through private driveways. Is trail access appropriate in this section of the trail right-of-way? If so, what and where are the appropriate access locations?

- No appropriate access points in this section of trail—all private roads
- Very steep grade, very narrow streets, lots of children, one-ways, and dead ends—this is no place for trail access
- Concerns about increased public access in this section—theft, loitering, etc.

What kind of amenities should be located at access points? Should the amenities be different when access is provided from off-street parking?

- None noted

The Master Plan will identify a combination of on-street and off-street parking along the length of the trail. What route do you anticipate local residents will take to access the trail? What parking options do you think would work best in this section of the trail right-of-way?

- No parking options at all in this section—even area residents don't have enough
- Theft likely if cars are parked along trail in this section—safer to park at trail end points (i.e., Marymoor Park) because it's easier to enforce
- Parking and amenities already exist at Marymoor and Lake Sammamish State Parks—new facilities aren't appropriate in this section of trail

Trail Crossings, Amenities and Uses

Where the trail crosses a street or driveway, there is a potential conflict between those who are on the trail and those who are on the street or driveway. What trail crossings are potentially unsafe for residents in this section? What can be done to improve safety at trail crossing locations?

- Trucks coming down 43rd often times can't stop at Parkway intersection at bottom of hill—it's been cause of accidents that end up on or beyond the rail bed
- Street entrances in this section are steep—VERY limited visibility from road to trail
- Difficult to stop on hill, cars often need "running start" to make it up
- Soft shoulders are dangerous
- Commercial vehicles, mail/UPS trucks often traveling at high speeds—topography in this section creates very limited sight distance
- Making left turn into a private drive would block traffic and create safety issues—fears of being rear-ended
- Signage, boll needed for trail-user safety
- Narrow the trail width at crossing points to slow trail users



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The number of property owners using a vehicle crossing, the stacking room available between the trail and the roadway, vehicle and user speed (depends on distance available to build speed), and sight distance are all considerations used in determining who should have the right-of-way. Given these considerations, who do you think should have the right-of-way at each of the roadway crossings in this section of the trail?

- Trail users MUST be required to stop—no stacking room whatsoever

The Master Plan will provide for amenities such as restrooms, benches, public open space, interpretive signs and litter receptacles at certain locations along the length of the trail. Are there other amenities that should be considered? Which make sense in this section of the trail, and where should they be located?

- No parking in this section, therefore no room or need for amenities
- Due to steep grade, garbage collectors won't come down hill
- No restrooms or drinking fountains because sewer system in this section is a "grinder pump" that is easily overwhelmed and may cause damage to homes (talk with sewer folks at King County!)
- ABSOLUTELY NO restrooms, benches or garbage cans—no amenities!

Are you aware of any lore, legends or local history about your neighborhood that would be interesting and appropriate to note along the trail?

- Some offspring/relatives of original homesteaders still living in the area

What special considerations should be given to locating amenities along this section of the trail?

- None noted

A significant element of the Master Plan is planning for different types of users. Different uses require different trail standards, as summarized below:

- 1) Pedestrians
- 2) Non-motorized wheeled activities
- 3) Equestrians
- 4) All uses require a trail safely separated from existing vehicle routes

Which of these uses, given their spatial requirements and existing adjacent land uses, seem feasible in this section of the trail?

- No horses—no space for gear-up area, manure cleanup issues, spooked horses can be dangerous
- High speed bikers need to stay on E. Lake Sammamish Parkway—already exists for them
- Slow trail users—pedestrians, kids, leisurely bikers—are all appropriate
- With slow trail users, trail could be constructed with meandering curves, etc.
- Unleashed pets must not be allowed—trouble for lake, streams (pet waste) and trail users (dog bites)



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Separating Public and Private Uses

Different edge treatments can be used to separate trail uses from private uses. Fencing, vegetation, and signage are techniques we have identified to date. Can you think of others?

- None noted

To determine what type of delineation is appropriate, consideration should be given to the following:

- 1) Security and privacy for the adjacent property owners
- 2) Safety and aesthetics for trail users
- 3) Protecting natural resources and wildlife corridors

At this time, what kind of edge treatments do you think are appropriate for this section of the trail? Where should the edge treatment be located in relation to the proposed trail?

- Many eagles in this section—it's an ecologically sensitive area
- Signage is important, but often times signs aren't effective
- Best edge treatment would be to move trail to Parkway—it's more scenic and more appropriate
- If trail remains on rail bed, bollards, cedar fencing, hedges are needed
- Hedges and other vegetation preferred for edge treatment so wildlife can pass through
- Edge treatment should be high enough to block view from trail into private homes
- Use vegetation with strong root systems for erosion control—increased runoff in area due to development on the plateau
- Near wetland #22, Parkway moves, shifts, sags due to earthquake fault line

Trail Alignments

Under what conditions should the trail be routed off the rail bed?

- Trail shouldn't ever bisect properties—there are alternatives
- Proposed trail is TOO CLOSE to homes in this section
- Potential problems greatly decrease if trail is moved up or closer to Parkway—better views, better security, easier accessibility for emergency vehicles, more space, etc.
- Sewer pump and other utilities located along west side of trail in this section—trail would (negatively) impact them

Are there places in this section of the trail where these conditions exist? After reviewing the enclosed Class1 Trail Standards, can you think of a potentially feasible off rail bed trail alignment in this section that you believe could meet Class I trail standards and mitigate the conditions you identified? Please explain.

- None noted



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General Comments

- Trail Guidelines are only guidelines, they are flexible—FINISH THIS PROCESS FIRST and forget about an interim trail!
- Interim Trail questionable—once people begin using it, it'll be impossible to move or change
- Concerns about abandoned boat house in the area—vagrants often staying there
- Concerns about child safety in neighborhood because of increased public activity
- Group expresses general frustration—it's been a bad process
- BIG concern about property owner liability
- Burke Gilman Trail works well with only 8 feet, why not this trail, too?
- School bus shelters needed—presently there are six bus stops that don't have signage
- Concerns about accessibility of emergency service vehicles for trail users in this section
- What is maintenance plan (i.e., police, enforcement, poop scooping) and who will fund it?
- Is trail plan compatible with "Shoreline Management Act?"
- Railbanking only says it has to be maintained, not made into a trail